

Airspeed limits (CAS)	<u>Normal and Utility Category</u>	
	Never exceed	173 knots (199 m.p.h.)
	Maximum structural cruising	135 knots (155 m.p.h.)
	Maneuvering	117 knots (135 m.p.h.)
	Flaps extended	88 knots (101 m.p.h.)
	*Landing gear operation	104 knots (120 m.p.h.)
	*Landing gear extended	173 knots (199 m.p.h.)
	(*Applies only to the RV model).	
C.G. range	<u>Normal Category</u>	
	(85.47) to (89.37) at 1265 lb. or less	
	(86.92) to (89.37) at 1808 lb.	
	<u>Utility Category</u>	
	(85.47) to (89.37) at 1265 lb. or less	
	(86.25) to (89.37) at 1565	
Maximum weight	1808 lb., for Normal Category	
	1565 lb., for Utility Category	
No. of seats	2 at (+ 90.7)	
Maximum baggage	110 lb. at (+114.2)	
Fuel capacity	39.2 gal. total (38.6 gal. usable; two 19.6 gal., wing tanks at + 90.7)	
Oil capacity	8 qt. (+3.94)	
	See NOTE 1 for unusable fuel and undrainable oil data.	

II - Model BO-209-160 FV and RV, 2 PCLM (Normal and Utility Category), approved 9 July 1971
(FV model has fixed nose L.g.; RV model has retractable nose L.g.).

Engine	Lycoming IO-320-D1A or IO-320-D1B	
Fuel	100/130 minimum grade aviation gasoline	
Engine limits	For all operations, 2700 r.p.m. (160 hp.)	
Propeller and propeller limits	Hartzell HC-C2YL-1B/7663A-6	
	Diameter: 70 in. no further reduction permitted	
	Pitch setting at 30 in. radius:	High 27°
		Low 14°57'
	Spinner:	MBB P/N 209-61056
	Governor:	Woodward P/N T210452 or P/N 210681
Airspeed limits (CAS)	<u>Normal and Utility Category</u>	
	Never exceed	173 knots (199 m.p.h.)
	Maximum structural cruising	135 knots (155 m.p.h.)
	Maneuvering	117 knots (135 m.p.h.)
	Flaps extended	88 knots (101 m.p.h.)
	*Landing gear operation	104 knots (120 m.p.h.)
	*Landing gear extended	173 knots (199 m.p.h.)
	(*Applies only to the RV model).	
C.G. range	<u>Normal Category</u>	
	(85.47) to (89.37) at 1265 lb. or less	
	(86.92) to (89.37) at 1808 lb.	
	<u>Utility Category</u>	
	(85.47) to (89.37) at 1265 lb. or less	
	(86.25) to (89.37) at 1565 lb.	

Maximum weight	1808 lb. for Normal Category 1565 lb. for Utility Category
No. of seats	2 at (+ 90.7)
Maximum baggage	110 lb. at (+ 114.2)
Fuel capacity	39.2 gal. total (38.6 gal. usable; two 19.6 gal., wing tanks at + 90.7)
Oil capacity	8 qt. (+3.94) See NOTE 1 for unusable fuel and undrainable oil data.

III - Model BO-209-150 FF, 2 PCLM (Normal and Utility Category), approved 9 July 1971
(fixed nose L.g.).

Engine Lycoming O-320-E2C or O-320-E2F

Fuel 80/87 minimum grade aviation gasoline.

Engine limits	For all operations, 2700 r.p.m. (150 hp.)
Propeller and propeller limits	McCauley 1C172MGM-70.5-60 or -66 Static r.p.m. at maximum permissible throttle setting: Not over 2400, not under 2100 No additional tolerance permitted. Diameter: Maximum 70.5 in., minimum for repairs 70 in. No further reduction permitted Spinner: MBB P/N 209-61156

Airspeed limits (CAS)	<u>Normal and Utility Category</u>	
	Never exceed	173 knots (199 m.p.h.)
	Maximum structural cruising	135 knots (155 m.p.h.)
	Maneuvering	117 knots (135 m.p.h.)
	Flaps extended	88 knots (101 m.p.h.)

C.G. range Normal Category
(85.47) to (89.37) at 1265 lb. or less
(86.92) to (89.37) at 1808 lb.

Utility Category
(85.47) to (89.37) at 1265 lb. or less
(86.25) to (89.37) at 1565 lb.

Maximum weight	1808 lb., for Normal Category 1565 lb., for Utility Category
No. of seats	2 at (+ 90.7)
Maximum baggage	110 lb. at (+114.2)
Fuel capacity	39.2 gal. total (38.6 gal. usable; two 19.6 gal., wing tanks at + 90.7)
Oil capacity	8 qt. (+3.94) See NOTE 1 for unusable fuel and undrainable oil data.

Service Information, cont'd	The FAA uses the post type validation procedures to approve these documents. The FAA may delegate on case-by-case to EASA to approve on behalf of the FAA for the U.S. type certificate. If this is the case it will be noted on the document.
Equipment	<p>The basic required equipment as prescribed in the applicable airworthiness regulations (see Certification Basis) must be installed in the aircraft for certification. In addition, the following items of equipment are required:</p> <ol style="list-style-type: none"> <li data-bbox="570 422 834 449">1. Stall Warning System. <li data-bbox="570 474 1401 554">2. LBA-approved Model BO-209 Approved Flight Manual, Ref. No. LF37E-7/71 dated July 1971 or later LBA-approved revision, (prior to September 28, 2003), or approved by EASA on or after that date. <li data-bbox="570 585 1360 695">3. Airplanes S/N 121 through 130 must be modified in accordance with MBB Technical Note TN 9-71 to provide an alternate static system source and an aural landing gear warning system. (These systems are incorporated in production on S/Ns 131 and subsequent).
NOTE 1.	Current weight and balance report including list of equipment in certificated empty weight, and loading instructions when necessary, must be provided for each airplane at the time of original airworthiness certification. The certificated empty weight and corresponding center of gravity must include undrainable oil of 0 lbs. at +39.4 and unusable fuel of 3.6 lb. at +90.7.
NOTE 2.	<p>The following placard must be displayed in front and in clear view of the pilot:</p> <p>"This airplane must be operated as a Normal or Utility Category airplane in compliance with their operating limitations stated in the form of placards, markings, and manuals."</p> <p>In addition, all placards required in the LBA-approved Airplane Flight Manual must be installed in the appropriate location.</p>
NOTE 3.	Information essential for proper maintenance of the airplane is contained in the Messerschmitt-Bolkow-Blohm GmbH., Model BO-209 Maintenance Manual included in MBB document Ref. LF 37E-7/71.
NOTE 4.	<p>The airplane manufacturer is:</p> <p style="padding-left: 40px;">Waggon- und Maschienenbau A.G. Donauworth, Laupheim Federal Republic of Germany (A division of Messerschmitt-Bolkow-Blohm).</p>
NOTE 5.	Installation of a Tost tow coupling (ring type), LBA approval No. 60.230.4 may be approved when installed in accordance with MBB Drwg. 209-85003 (for glider towing) or MBB Drwgs. 209-85003 and 209-8700 (for banner towing).
NOTE 6.	For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(c), the Luftfahrt Bundesamt of Germany must certify that the airplane conforms to the type design and is in a condition for safe operation. In that regard, the Luftfahrt Bundesamt of Germany will certify that the airplane complies with all applicable mandatory continuing airworthiness information (MCAI) it has issued. For issuance of an airworthiness certificate in accordance with 14 CFR Part 21.182(d) the certificating inspector, or other authorized person, must find, among other things, that the product is in a condition for safe operation. In order to make that finding, the certificating inspector or other authorized person should contact ACE-112, Federal Aviation Administration, Small Airplane Directorate, prior to issuance to determine whether showing airplane compliance with certain MCAI is necessary to support a finding that the airplane is in a condition for safe operation.

NOTE 7. Some of these transfers were not notified to the FAA and so in some instances the actual type certificates were not reissued.

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